6 1946

LUNCEFORD ACE BUSINESSMAN TOO

Pittsburg Courier Sat 2-23-46

NEW YORK—Long considered one of the shrewdest and most business-like personalities in the music world, Maestro Jimmie Lunceford has added to his rapidly expanding business interests by purchasing a large block of stock in a new coast-to-coast airline, which has been organized by a group of former Army Air Forces pilots, maintenance technicians and other ground crewmen.

Jimmie is at present attempting to interest his fellow bandleaders in the idea of using the new airline to transport their bands on cross-country road tours. It goes without saying that his own band will be the new outfit's first big customer, and the ace rhythm-master expects to take to the air for his one-niters and other dance dates by early spring.

Sat 2-23-46

REAL ESTATE, TOO

Already the owner of two apartment buildings in an Eastern city, Lunceford plans to secure his financial future by investing in as many sound business ventures as he possibly can. The veteran baton wielder is presently in the process of setting up his own music publishing company, and is rumored to be talking business with a new recording firm which is about to be started on the West Coast.

The famed "Lunceford Express" is currently holding forth in a three-week engagement at Club Riviera, St. Louis, which got underway on Feb. 22.

Former Ferry Pilot Makes Trip To Norfolk

Fred Hutcherson, right, chief pilot at Ravenswood Airport, Chicago, was in Norfolk last week arranging for the purchase of surplus aircraft at the Naval Operating Base. Hutcherson joined the RCAF Ferry Command in 1940, flying Lockheed Hudson's across the Atlantic to England. A Guide photographer caught him studying an airways map with Lawrence E. ("Larry") Anderson at Glenrock Airport before taking off for New York and Chicago. Anderson, a rated ground school and flight instructor, also taught flying at Tuskegee during the war. He is now instructing GIs at Glenrock.

Airman Had To Go Out Of Way To Do Job He Was Fit To Do

Courier Norfolk Va.

By A STAFF WRITER

NORFOLK—Freddie Hutcherson would have been a buck private foot soldier in the U. S. Army if the Air Forces had not provided a few openings for Negro flight instructors at the Tuskegee Army Air Field.

6-1-46 Sat.

And that would have been quite a change of pace for a youngster who had ferried Lockheed Hudson bombers across the North Atlantic for the Canadian Ferry Command and who had flown commercial transports in the Caribbean and to South America for a West Indies airline.

That would have been a bitter irony for Fred Hutcherson Jr. because he had tried, and tried hard, to get his country to accept him in the kind of a job he was best trained to do. The first time he applied to become a pilot in the U. S. Army Air Transport Command, he went all the way from Cincinnati to Forth Worth, Texas at his own expense for tests and examinations.

Norfolk

His exam was scheduled for December 7, and he arrived a day early. An officer summoned him and six white applicants to headquarters, read to them a telegram announcing the ATC's new policy of accepting no further civilian pilots after December 6.

"NO COLORED" Va.

Next time he volunteered for the Army and applied for assignment to ATC. His papers collected considerable dust in the Chicago procurement office. Finally a friendly and sympathetic officer called long distance to Fort Worth to find out what was going to be done with Hutcherson.

The earphone was cocked so that Freddie could hear the news plainly: "The Air Transport Command will never accept a colored pilot." His thousands of hours in the air, his transport piloting experience, his ferrying know-how gained in long and perilous hops across the Atlantic were thus sacrificed.

The only opportunity his country could offer him was as flight instructor at the Tuskegee training base for colored fliers, with the rank of flight officer, a notch or two lower than a second lieutenant.

6-1-46 Sat.

A civilian again, Hutcherson still plies his own trade—flying. Because of his vast experience, he is chief pilot at Ravenswood Airport Chicago, and he is the only Negro pilot on the staff. Last week his boss sent him down to Norfolk in a two-place Luscombe Silvaire to examine some surplus airplanes the Navy has stored at the Naval Operating Base.

ONLY ONE ACCIDENT

Most of his years Fred Hutcherson has been flying away from—and right into—the race problem. The application blank he filled out for his job with the Canadian Ferry Command plainly stated on its face that only pilots of the white race would be accepted.

Norfolk,

The examiner assigned to pass or flunk him on a flight test was Capt. Tom Smith—from Texas! Hutcherson thought he could figure the rest of it out but he went on with the test and turned in a magnificent performance. He got the job.

Va.

Several months later over in Glasgow Capt. Smith lubricated his larynx and let Freddie in on the reason he wasn't funked out. "We just needed every pilot we could get so badly I couldn't do it," Smith told him.

Hutcherson has had only one accident, and that was because a GI in the tower at an Army field gave him an erroneous altimeter setting. Freddie thought he was a thousand feet off the ground as he swung in to make his landing. That's what his altimeter said, but he plowed into the side of a hill near the Ohio River instead.

He walked away from that one, but he carries a three inch scar on his forehead to remind him of it. Hutcherson is married and has a daughter much, much too young to be plying her daddy's trade yet. But give her time, Freddie says.

Fisk Will Offer Course In Flying

Journal & Guide Norfolk, Va.

NASHVILLE, Tenn.—A course in aeronautical training for ex-GI's, in conjunction with the Fisk University summer school, has been approved by the Division of Veterans Education of the State Department of Eduation, and applications for the course are now being received, according to James E. Taylor Jr., head of the Fisk department of aviation education.

Veterans will be trained, beginning June 10, at the new municipal airport at the end of 9th avenue North, in Nashville. Five courses are to be offered: Single engine rating, 4 weeks period; instrument, 6 weeks; instructor, 6 weeks; private, 8 weeks; and commercial, 36 weeks.

Sat 5-25-46

Liberal Accepts Aviation Standard

Plain Dealer Oklahoma City, Okla.

WASHINGTON, D. C., July — (NNPA) — The republic of Liberia has accepted the interim agreement, the transit agreement and the transport agreement formulated at the International Civil Aviation Conference in Chicago in 1944, the State Department announced last Wednesday.

Ethiopia has accepted the interim agreement and the transit agreement but was not listed among the fifteen government accepting the transport agreement. The agreements all concern international standards of commercial aviation.

Sat 7-13-46

Moton Field to Be Used for Civilian Aviation

Afro American

TUSKEGEE, Ala.—Moton Field, which is privately owned by Tuskegee Institute and was released to the War Department during hostilities, will become a civilian aviation field.

The Tuskegee Aviation, Inc., a newly formed company headed by G. L. Washington, is making plans for operation which include sale of airplanes, charter flights, airplane repair station and flying training. Sat 2-23-46

Moton Field's Civilian Air Plans Completed

Chicago Defender
Chicago, Ill.

TUSKEGEE, Ala.—(ANP)—The post-war program for Moton Field, which is privately owned by Tuskegee Institute but was leased to the War Department during the war, will be civilian aviation for Negroes. Sat 2-23-46

Plans for the operation of the field have already been decided by the trustees of Tuskegee upon recommendation of President Patterson. They voted to lease the facilities of Moton field to the Tuskegee Aviation, Inc., a newly formed company, headed by G. L. Washington, who has had the responsibility of organizing and directing operations and facilities at the field from the very beginning.

Operations of the new company include sale of airplanes, charter flights, airplane repair station, flying training, and the usual service associated with a flying service and many indoor and outdoor recreational features, Washington disclosed.